INTERNATIONAL MARITIME ORGANIZATION

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MARITIME SAFETY COMMITTEE
83rd session
Agenda item 6

MSC 83/6/17
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LRIT-RELATED MATTERS

Use of LRIT systems during repairs and or laid up periods

Submitted by Greece

SUMMARY

Executive summary:	This document comments on the issue of the transmission of LRIT information during repairs, dry-docking and laid up periods with a view to avoid unnecessary burden to the data centres and relevant financial consequences
Action to be taken:	Paragraph 6
Related document:	MSC 83/6/2, paragraph 64

Background

1 This document is submitted in accordance with the provisions of paragraph 4.10.5 of the Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies (MSC-MEPC.1/Circ.1) and comments on document MSC 83/6/2. Greece would like to comment on the issue of the transmission of LRIT information during repairs and/or laid-up periods.

Ships operated in controlled areas

2 Every ship during her life spends short or longer periods for repairs, dry-docking or laid-up. During these periods the ship is normally under the supervision of a port facility, which is provided with an approved port facility security plan. The flag and port State are fully aware of the position and condition of the ship and would not be in any need of the LRIT data for identifying or tracking the ship.

3 Regarding the safety of the ship and crew, the ship is normally subject to additional local health and safety regulations, and regarding marine pollution prevention the ship is in a controlled area with port reception facilities. Moreover the ship cannot be used for any search and rescue purposes during that period.

Proposal

4 Based on the above, Greece is of the opinion that there is no security, search and rescue or even further safety and marine pollution prevention reasons for the ship to transmit the LRIT information during that period. On the contrary, transmission of unnecessary LRIT information would simply overload any data system and increase the cost of its operation without any apparent benefit.

5 Following the above arguments, Greece proposes that during ship repairs in port, dry-docking or laid up periods, the master of the ship would be allowed to switch off the shipborne equipment. Respectively the master should inform the flag State and make a relevant entry in the ships log-book. The data centre would keep the last information of the ship until the master reactivates the system before ship's departure or shifting to any other port facility.

Action requested of the Committee

6 The Committee is invited to consider the above and decide as appropriate.